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Date of writing Report 24<sup>th</sup> October 1938 When handed in at Local Office 19 Port of Copenhagen.

No. in Survey held at Copenhagen & Askov Date, First Survey 2<sup>nd</sup> August 1937 Last Survey 19<sup>th</sup> October 1938  
Reg. Book. 122 Number of Visits 122

89980 on the *Twin* } Screw vessel "SELANDIA" } Number of Visits 69.  
*Triple* }  
*Quadruple* } Tons { Gross 8482.25  
 Net 5170.45

Built at	<i>Nakskov</i>	By whom built	<i>Kakskov Skibsværk</i>	Yard No.	<i>86</i>	When built	<i>1938-10 mo</i>
Engines made at	<i>Copenhagen</i>	By whom made	<i>Ap. Burmeister &amp; Wain's Maskin-og Skibsbyggeri</i>	Engine No.	<i>2771</i>	When made	<i>1938</i>
Donkey Boilers made at	<i>Wolverhampton</i>	By whom made	<i>Wm. John Thompson Ltd.</i>	Boiler No.	<i>T.T. 107</i>	When made	<i>1938</i>
Brake Horse Power	<i>6000</i>	Owners	<i>Det Østasiatiske Kompagni</i>	Port belonging to	<i>Copenhagen</i>		
om. Horse Power as per Rule	<i>1030</i>	Is Refrigerating Machinery fitted for cargo purposes	<i>no</i>	Is Electric Light fitted	<i>yes</i>		
ade for which vessel is intended	<i>Passengers &amp; General Cargo, Open Sea Service.</i>						

**ENGINES, &c.**—Type of Engines Vertical Diesel, Solid injection Crosshead type 2 or 4 stroke cycle 2 Single or double acting double

Maximum pressure in cylinders 49 kg/cm<sup>2</sup> Diameter of cylinders 620 mm Length of stroke 1400 mm No. of cylinders 5 No. of cranks 5

Indicated Pressure 6.6 kg/cm<sup>2</sup> Flywheel dia. 16400 kgm<sup>2</sup> Weight 60° 13910 kgm<sup>2</sup> Means of ignition compression Kind of fuel used Bridal oil

No. of bearings, adjacent to the Crank, measured from inner edge to inner edge 1150 mm Is there a bearing between each crank yes

Revolutions per minute 117 as per Rule ✓ 90° as fitted 485 rpm Crank pin dia. 485 mm Crank Webs Mid. length breadth 1040 mm Thickness parallel to axis 250 mm

Shaft, { Solid forged  
dia. of journals as per Rule ✓ 115 mm ch. hole 115 mm ch. hole Mid. length thickness 250 mm shrunk Thickness around eyehole 2725 mm

{ Semi built  
as fitted 115 mm ch. hole Intermediate Shafts, diameter as per Rule ✓ 388 mm Thrust Shaft, diameter at collars as per Rule ✓ 460 mm

All built as fitted 115 mm ch. hole as fitted 428 mm Is the { tube } shaft fitted with a continuous liner { yes

wheel Shaft, diameter as per Rule ✓ 20.5 mm as per Rule 15.5 mm

oe Shaft, diameter as fitted 25 mm Thickness between bushes as fitted 23 mm Is the after end of the liner made watertight in the

onze Liners, thickness in way of bushes as per Rule 20.5 mm as per Rule 15.5 mm

eller boss yes If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner ✓

The liner does not fit tightly at the part between the bearings in the stern tube, is the space charged with a plastic material insoluble in water and non-corrosive *yes*  
 Two liners are fitted, is the shaft lapped or protected between the liners *-* Is an approved **Oil Gland** or other appliance fitted at the after end of the tube *-*  
 If so, state type *-* Length of Bearing in **Stern Bush** next to and supporting propeller *2125* *in*  
 Propeller, dia. *52.50* *in* Pitch *3800* *in* No. of blades *4* Material *Stainless Steel* whether Moveable *no* Total Developed Surface *9.6* *sq. feet*  
 Method of reversing Engines *Direct* Is a governor or other arrangement fitted to prevent racing of the engine when disengaged *yes* Means of lubrication *oil*  
 Thickness of cylinder liners *42* *in* Are the cylinders fitted with safety valves *yes* Are the exhaust pipes and silencers water cooled or lagged with conducting material *lagged*  
 If the exhaust is led overboard near the waterline, what means are arranged to prevent water from being syphoned back to the engine *to flume*  
 Suction Water Pumps, No. *2 of sea water* *250* *gals* Is the sea suction provided with an efficient strainer which can be cleared within the vessel *yes*  
 Auxiliary Pumps worked from the Main Engines, No. *none* Diameter *-* Stroke *-* Can one be overhauled while the other is at work *-*  
 Pumps connected to the Main Bilge Line { No. and Size *1 of 150* *gals* *- 1 of 20* *gals* *- 1 of 50* *gals* *+ (1 of emergency pump 100* *gals)*  
 How driven *by electromotors*  
 Is cooling water led to the bilges *no* If so, state what special arrangements are made to deal with this water in addition to the ordinary bilge pumping arrangements *-*

last Pumps, No. and size *1 of 150 1/4* ✓ Power Driven Lubricating Oil Pumps, including Spare Pump, No. and size *2 of 275 1/4* ✓

two independent means arranged for circulating water through the Oil Cooler *yes* Suctions, connected to both Main Bilge Pumps and Auxiliary Bilge

ps, No. and size:—In Machinery Spaces *5 of 3" In tunnels 2 of 2 1/2" from coffer dam - dry tank 2 of 2" In Pump Room*

Holds, &c. *Nº I - 2 of 3" + 2 of 3" emerg. Nº II - 3 of 3" + 2 of 3" emerg. Nº III - 2 of 3" + 2 of 3" emerg. Nº IV - 2 of 3" + 2 of 3" emerg. Nº V - 3 of 3" + 2 of 3" emerg. From peak spaces 1 1/2" hand pump suction*

pendent Power Pump Direct Suctions to the Engine Room Bilges, No. and size *2 of 5" + 2 of 5" emerg. 1 of 3" + 1 of 3 1/2"* ✓

all the Bilge Suction pipes in Holds and Tunnel Well fitted with strum-boxes *yes* Are the Bilge Suctions in the Machinery Spaces

from easily accessible mud-boxes, placed above the level of the working floor, with straight tail pipes to the bilges *yes*

all Sea Connections fitted direct on the skin of the ship *yes* Are they fitted with Valves or Cocks *valves*

they fixed sufficiently high on the ship's side to be seen without lifting the platform plates *yes* Are the Overboard Discharges above or below the deep water line *above*

they each fitted with a Discharge Valve always accessible on the plating of the vessel *yes* Are the Blow Off Cocks fitted with a spigot and brass covering plate *yes*

t pipes pass through the bunkers *-* How are they protected *-*

t pipes pass through the deep tanks *none* Have they been tested as per Rule *-*

all Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times *yes*

e arrangement of valves and their connections such as to prevent the possibility of water passing from the sea or from water tanks into the cargo or machinery spaces, or from one

artment to another *yes* Is the Shaft Tunnel watertight *yes* Is it fitted with a watertight door *yes* worked from *upper platform in engine room*

wood vessel, what means are provided to prevent leakage of either fuel oil or of lubricating oil from saturating the woodwork

1 Air Compressors, No.	No. of stages	Diameters	Stroke	Driven by
Auxiliary Air Compressors, No. 2 of 4 cyl.	No. of stages 2	Diameters 130 <sup>1</sup> / <sub>4</sub> "-115 <sup>1</sup> / <sub>4</sub> "	Stroke 120 <sup>1</sup> / <sub>4</sub> "	Driven by electric motors
All Auxiliary Air Compressors, No. one	No. of stages 2	Diameters 106 <sup>1</sup> / <sub>4</sub> "-34 <sup>1</sup> / <sub>4</sub> "	Stroke 80 <sup>1</sup> / <sub>4</sub> "	Driven by steam
No provision is made for first Charging the Air Receivers one steam driven air compressor.				
Blowers				
Exhausting Air Pumps, No. 2 of Capacity	Diameter 2 x 288 <sup>1</sup> / <sub>4</sub> " <sup>3</sup> /minute	Stroke	Driven by	main engine
Auxiliary Engines crank shafts, diameter	as per Rule 130 <sup>1</sup> / <sub>4</sub> " as fitted 150 <sup>1</sup> / <sub>4</sub> "	No. 3 of - Port side of engine room, from level	Position	
The Auxiliary Engines been constructed under special survey		yes	Is a report sent herewith yes	

003181-003190-6171  $\frac{1}{2}$



Has the spare gear required by the Rules been supplied *yes*  
State the principal additional spare gear supplied *1 propeller shaft & 1 cast iron propeller*

The foregoing is a correct description of

AKTIESELSKABET  
BURMEISTER & WAIN'S MASKIN- OG SKIBSBYGGERI

NAKSKOT SKIBSVÆRFT  
Manufacturers.

*C. Hornum*

Dates of Survey while building	During progress of work in shops--	During erection on board vessel--	Total No. of visits
	Aug. 12-14 Sept. 6-9-16-21-24-27-29 Oct. 7-20-25 Jan. 2 Dec. -15/18-21-1937 Jan. 6-11-12-13-15-18-21-24-31 Feb. 4-15-17-21-22-24 March. 2-3-4-8-9-11-16-18-31 May 9-21 June: 4-9 July 25 Aug.: 10-12 Oct. 5-19 38	May 9- July 25 Aug.: 12-15-22-25-30 Sept.: 2-3-13-16-24-29 Oct.: 5-7-8-17-18-19 - 19 38	69.
			18/1-29/- 4 1/2 21/1-14/- 4 1/2 24/1-16/- 15 24/1-29/1

building	Total No. of visits	69.	18/1-29/1-4/2	2/12-12/2-4/3	9/10/15/1	24/9-29/1
			Covers 10/8-12/8	Pistons 8/3	Rods 25/3-29/3-3/3	Connecting rods 7/10-6/1
Dates of Examination of principal parts—Cylinders	and		Thrust shaft 29/1-30-2/12	Intermediate shafts 4/6-9/6-10/7		Tube shaft ✓
Crank shaft 28/18-4/9-14/9	Flywheel shaft		2/1-25/7-27/5/10	Engine seatings 9/8-25/7-12/8-15/8		Engines holding down bolts 12/8-22/8-25/8
Screw shaft 29/3-3/3-9/5	Propeller	257-277-570	Stern tube 1/7-7/7-5/10	Engines tried under working conditions 17/8-2/9-18/10		2/3-3/3-7/10
Completion of fitting sea connections			Completion of pumping arrangements 2/9-3/9-18/10			
Crank shaft, Material	S. & L. P. Steel	Identification Mark	LLOYD'S N° 3975-76	Flywheel shaft, Material	-	Identification Mark
Thrust shaft, Material	S. & L. P. Steel	Identification Mark	LLOYD'S N° 3977	Intermediate shafts, Material	S. & L. P. Steel	Identification Marks
Tube shaft, Material	-	Identification Mark	-	Screw shaft, Material	S. & L. P. Steel	Identification Mark
Identification Marks on Air Receivers	Ring Gd.	LLOYD'S TEST		Lap welded	6/1 820	
						LLOYD'S TEST

Is the flash point of the oil to be used over 150° F. *yes*

Have the requirements of the Rules for oil fuel pipes and tank fittings been complied with *yes*

Is the vessel (not being an oil tanker) fitted for carrying oil as cargo *no* If so, have the requirements of the Rules been complied with

If the notation for Ice Strengthening is desired, state whether the requirements in this respect have been complied with *✓*

If so, state name of vessel *✓*

Is this machinery duplicate of a previous case no If so, state name of vessel \_\_\_\_\_  
General Remarks (State quality of workmanship, opinions as to class, etc.) The above machinery has been  
constructed and fitted under Special Survey in accordance with the  
Rules, the approved plans and the requirements contained in the S  
lang's letter E dated 13/4-10/5-3/7-8/9 & 1/11-1937  
has been tested as required

Lang's letters E dated 10/4-10/5-10/7-10/9-11/1-11/3/

On the final trial trip the whole machinery was tested under various conditions & found efficient. at 5000 I.H.P. a speed of abt. 16 knots was attained.

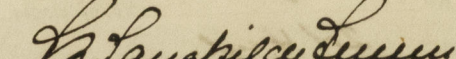
Recommend the vessel's machinery to have notation in the Register Book of <sup>450</sup>LMC-10.38, OIL ENGINES, C.L., DB 114 Ws.

The amount of Entry Fee	Rs 134.40 :	When applied for,
Special .....	Rs 2816.80 :	31-10-1938
Starting as receiver	Rs 188.16 :	KR 2549-13 pd 7/1/39 El/L
Fitting Donkey Boiler Fee	Rs 50.00 :	When received,
Travelling Expenses (if any)	Rs 390.15 :	1030-39/12/11/38 PR 29/11

TUE 8 NOV 1938

Committee's Minute  
+ Lmb. 10w38

Assigned  
AB -114 18

  
 Engineer Surveyor to Lloyd's Register of Shipping

oldy  
Cf

Port of *Copenhagen* Continuation of Report No. *16720* dated *24<sup>th</sup> October 1938* on the

List of Auxiliary Machinery.

- 1 off Ballast pump, rotary type, 150 b/hour
- 1 " Bilge & fire pump, rotary type 50 b/hour
- 1 " Emergency bilge pump, rotary type 100 b/hour
- 1 " Bilge - sanitary pump, 2 x 20 b/hour (2 plungers)
- 2 " Centrifugal cooling sea water pumps } 250 b/hr each
- 1 " — " — " — " — " — " }
- 2 " Lubricating oil pumps (worm gear type), 275 b/hr each.
- 1 " Centrifugal sea water cooling pump for acc. engine
- 1 " — " — " — " — " — " — " — " — " — "
- 1 " Oil fuel transfer pump. cog wheel - 54 b/hr
- 2 " Oil fuel separator
- 1 " Lubricating oil separator
- 2 " 4 cylinder manoeuvring air compressor, 4 m<sup>3</sup>/min each
- 1 " Low rate sanitary pump.
- 3 " small fresh water sanitary pump.
- 1 " small sea water sanitary pump.
- 2 " engine room fans, 750 cu ft/minute each
- 1 " Fore Peak pump, 22 b/hour

3 of 3 cylinder 25 C.S.A. Diesel engines each direct coupled to a 135 K.W. D.C. generator supplying current at 220 volts pressure for the lights, heating installation and the following electromotors:—

1 of 15 HP shunt wound electric motor for the Ballast pumps.					
1	"	17	"	"	" " Bilge & Fire "
1	"	12.5	"	"	" " Emergency Bilge "
1	"	9	"	"	" " Bilge & Sanitary "
3	"	35	"	"	" " Main Cooling w. "
2	"	50	"	"	" " Lubric. oil "
1	"	8	"	"	" " Sea w. cooling " for Aux. eng
1	"	5	"	"	" " Fresh w. - " " " "
1	"	23	"	"	" " Oil Fuel tanks "
3	"	2.5	"	"	" " Oil separators
2	"	80	"	"	" " Handovering air compressors
2	"	2.5	"	"	" " Fresh water pumps
2	"	1.25	"	"	" " Hot sanitary w. pumps
1	"	7.5	"	"	" " Sea w. Sanitary pump.
2	"	15	"	"	" " Eng. room fans
1	"	12	"	"	" " Turning engine
1	"	4	"	"	" " Engine room Crane
1	"	25	"	"	" " CO <sub>2</sub> compressor
1	"	3	"	"	" " Prime pump.
1	"	58	"	compound	" " Windlass © 2020
1	"	50	"	"	" " Steering gear:

Drives by Lechworth.

5m,6,38. £ (MADE IN ENGLAND.)



Rpt. 9a.

Port of *Copenhagen* Continuation of Report No. 10720 dated 24<sup>th</sup> October on theSingle Se. "SELANDIA"

5 of 35 HP compound wound electromotors for deck winches

2 " 33 " " " " " " "

5 " 25 " " " " " " "

2 " 16 " " " " " " "

1 " 4 " shunt " " " Fore peak pump.

4 " 25 " compound " " " Deck Cranes

4 " 9 " " " " " " "

Further a number of minor electric motors for  
 Ventilating systems, galley & Laundry machinery  
 etc

A 400 sq. ft. oil & exhaust fired donkey boiler supplying  
 steam for heating in the accommodation & for the  
 emergency air compressor

AKTIESELSKABET  
 NARSKOV SKIBSVÆRFT

*J. M. Hansen*

*J. L. J.*



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